

VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon October
Community Working Group Meeting

October 8th, 2024



Agenda

- Welcome & Introduction
- Phase II Update
- Aligning the Project with Available Funding
- CWG Member Report Out
- Next Steps

Downtown-Diridon CWG Members



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrissey, *Arena Authority*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Miranda**, *San José Chamber of Commerce*

Santa Clara CWG Members



- Alden Smith, Holland Partner Group
- **Ana Vargas-Smith**, *Reclaiming Our Downtown*
- Sean Collins, *Santa Clara University*
- Bella Burleigh, *SCU Service & Social Justice (SCCAP)*
- Jack Morash, *South Bay Historic Railroad Society*
- John Urban, *Newhall Neighborhood Association*
- Jonathon Evans, *Old Quad Residents Association*
- Ron Miller, *Bellarmino College Preparatory*
- Ryan Morfin, *San José Earthquakes*
- Todd Trekell, *Hunter Partners*
- *Vacant*, *Silicon Valley Central Chamber of Commerce*

Upcoming Meetings



- Upcoming CWG Dates
 - Late October/Early November CWG Meetings (TBD)
 - Late November/Early December CWG Meetings (TBD)
- VTA Board of Directors vta.org/about/board-and-committees
 - VTA's BSVII Oversight Committee: October 10, 2024, 12:00 PM
 - Joint VTA/BART Working Committee: October 18, 2024, 9:00 AM
 - Board of Directors' Meeting: November 7, 2024, 5:30 PM
 - VTA's BSVII Oversight Committee: November 14, 2024, 10:00 AM
 - Board of Directors Workshop November 2024 (TBD)
 - Board of Directors' Meeting: December 5, 2024, 5:30 PM
- Kristen will email alerts for other meetings

Meeting Objectives



- Provide additional information of materials to be presented at VTA's BSVII Oversight Committee on 10/10
- Provide an opportunity for Community Working Group feedback

Meeting Feedback Structure



Discussion

What feedback would you like us to share with the Board on behalf of your organization about how the BSVII Team has proposed to proceed with the SPECIFIC TOPIC?



Check the one that applies:

<input type="checkbox"/>	I am in agreement.
<input type="checkbox"/>	I am alright moving forward but have reservations.
<input type="checkbox"/>	I am concerned.

Please use the space below to elaborate on your response.



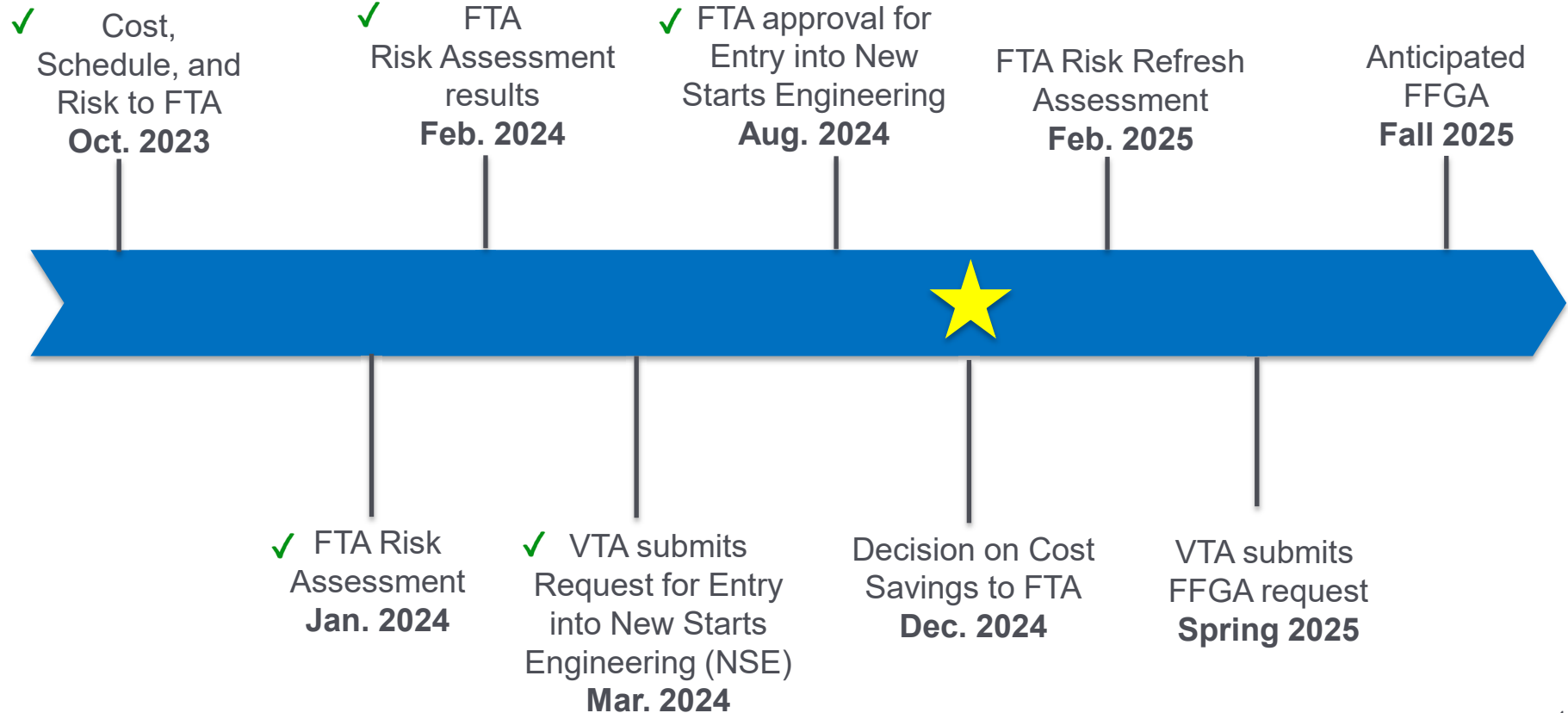
Phase II Update

Tom Maguire, VTA



- Regular progress and risk review meetings with FTA/PMOC in anticipation for FFGA
- Over-the-shoulder reviews of documents
- Congressional Delegation Briefings held in DC late September
- Met with senior staff from FTA HQ and Region 9 to discuss FFGA timeline and ongoing cost savings effort

Path to FTA Full Funding Grant Agreement (FFGA)



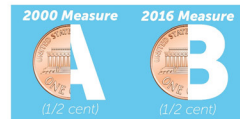
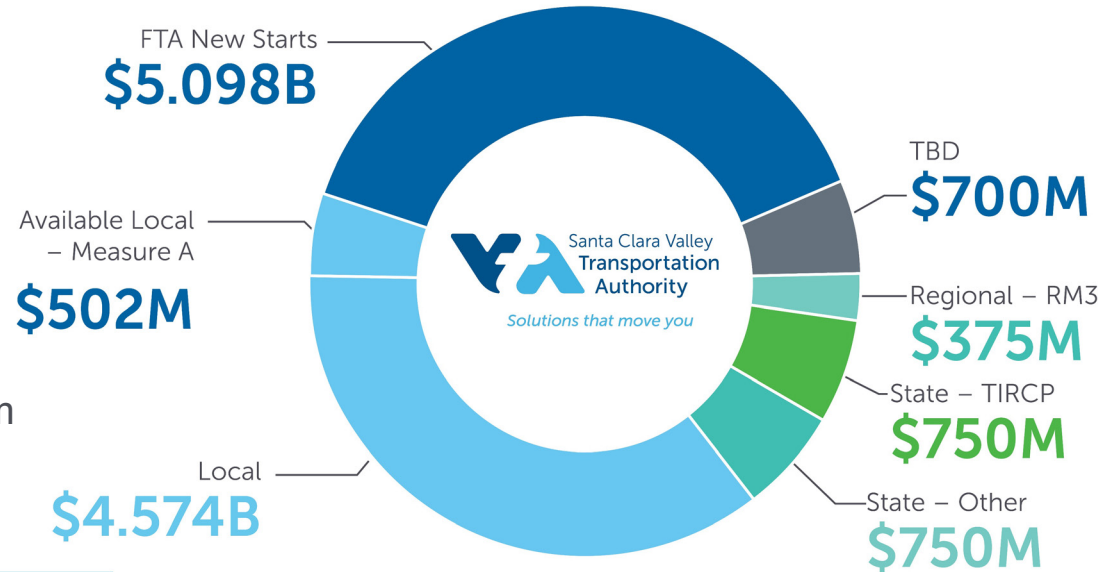


-  October 8th & 9th Community Working Group (CWG) Meetings
-  October 10th update to BSVII Oversight Committee
-  October/November CWG Meetings
-  November Board of Directors Workshop (TBD)
-  November 14th update to BSVII Oversight Committee
-  November Community Meeting and CWG Meetings
-  December 5th presentation to Board

Program Funding Sources



- Addressing the Funding Gap:
 - Cost Savings Candidates
 - Exploring non-local funding options:
 - Solutions for Congested Corridors Program (SCCP)
 - SB1 Local Partnership Program



Note: Subject to change pending further analysis.

Twin-Bore Analysis



- Updated cost, risk, and impact analysis to answer stakeholder questions
- Initial focus includes:
 - Review of previous twin bore design
 - Outlining changes required based on current codes, requirements, and any new technical information available
 - Preparation of construction cost estimate with updated quantities and current dollars
- October BSVII Oversight Meeting:
 - City of San Jose staff to present development, projects, and investments along the Santa Clara Street corridor
 - VTA and BSVII subject matter experts to present overview of twin bore and associated construction methodology impacts



Aligning the Project with Available Funding

Greg Thiebaut, VTA



- Integrate the CWG and Board feedback to further refine cost savings candidates
 - Maintain passenger experience
 - Establish and maintain iconic station architecture
 - Evaluate sustainable design criteria
- Refine cost savings ranges
- Further coordination with BART including optimization of criteria
- Refine trade-offs associated for discussion at November Board Workshop

Cost Savings Candidates Evaluation Criteria: Station Configurations



Evaluation Criteria	Description	Indicators
Cost Savings	<ul style="list-style-type: none"> Draft ROM costs in Year of Expenditure (YOE) dollars and subject change. <ul style="list-style-type: none"> ROM costs reflect preliminary estimates based on conceptual design alternatives. 	\$XM - \$XXM
Operations & Maintenance (O&M)	<ul style="list-style-type: none"> Anticipated reduction in annual O&M costs. 	+ Positive change = No change - Negative change N/A Not applicable for option
Access & Orientation	<ul style="list-style-type: none"> Location of station entrance. Location of faregates. 	
Transit-Oriented Development (TOD) Opportunity & Placemaking	<ul style="list-style-type: none"> Effect to future TOD opportunity. Effect to placemaking elements (e.g., paseo, rooftop garden). 	
Station Presence	<ul style="list-style-type: none"> Scale and size of station entrance building. 	
Passenger Experience	<ul style="list-style-type: none"> Passenger travel to/from faregates and platform (e.g., elevators, escalators). Aesthetic materials and finishes. 	
Sustainable Design	<ul style="list-style-type: none"> Supports VTA sustainability goals. 	

Overview of Station Cost Savings Candidates



- Station Layout Configuration

- Refine Station Entrance Buildings
 - **Refine & optimize** station entrance buildings; e.g., roof/canopy & Station Infrastructure Facilities (SIF)
 - Utilize more cost-effective station materials

} Station Design Efficiency Refinement to advance with continued Board, CWG & DRC Input

- ~~Minimize Circular Station Shaft~~
 - ~~Reduce size of circular drum below ground~~
 - ~~Adjust escalator configuration~~
- ~~Convert to Rectangular Station Shaft~~
 - ~~Change circular drum to rectangular shaft~~
 - ~~Adjust escalator configuration~~



} No longer analyzing these Options based on Board and CWG Input



Discussion & Pause for Feedback



Diridon Station



Concept Only – Subject to Change.

Diridon Candidate: Minimize Circular Station Shaft



Cost Savings⁽¹⁾

\$10M - \$15M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Reduce circular shaft diameter (128' to 105') and
- Add one escalator run (2 to 3)
- Maintain same number of escalators
- Maintains similar station footprint dimensions

Initial Assessment:



O&M



Access &
Orientation



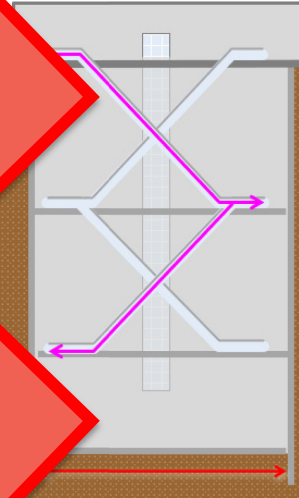
TOD
Opportunity &
Placemaking



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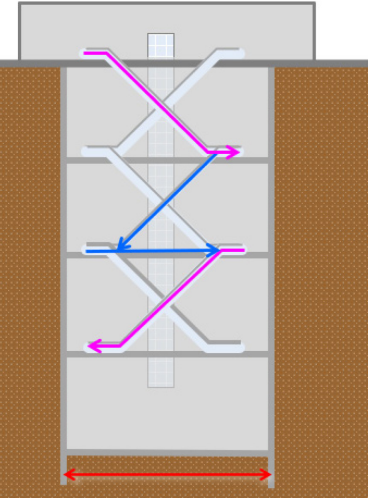
ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

**Current
Station Shaft
(one switchback)**



128-foot
diameter shaft

**Reduced
Station Shaft
(two switchbacks)**



105-foot
diameter shaft

Diridon Candidate: Convert to Rectangular Station Shaft



Cost Savings

TBD

Overview:

- Smaller, rectangular station shaft below ground
- Single, longer escalator run

Initial Assessment:



O&M

+



Access &
Orientation

+

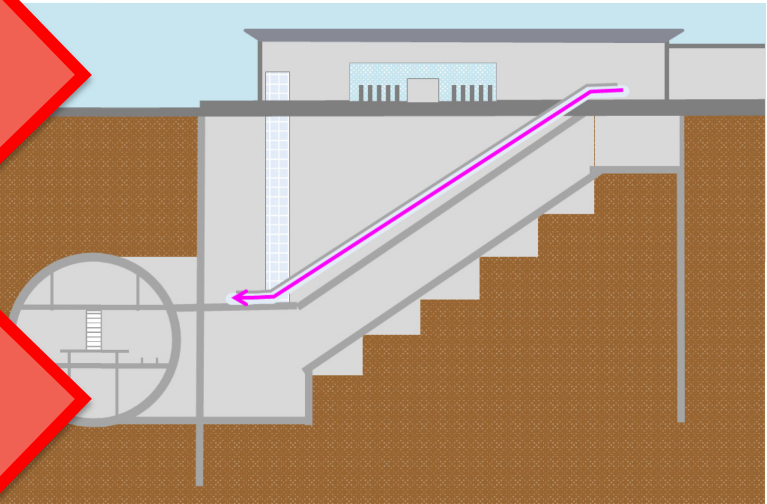


TOD Opportunity
& Placemaking

=



Station
Placement



Diridon Candidate: ~~Simplify~~ Station Entrance Building



Cost Savings⁽¹⁾

\$10M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Rectangular roof
- Utilize more cost-effective station materials
- ~~Maintain natural lighting through a skylight~~
- Remove potential for future rooftop garden

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

-



Station
Presence

=



Passenger
Experience

=

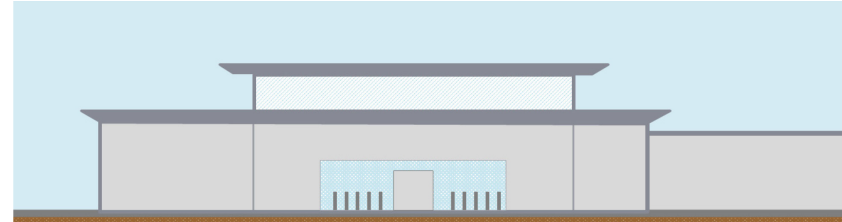


Sustainable
Design

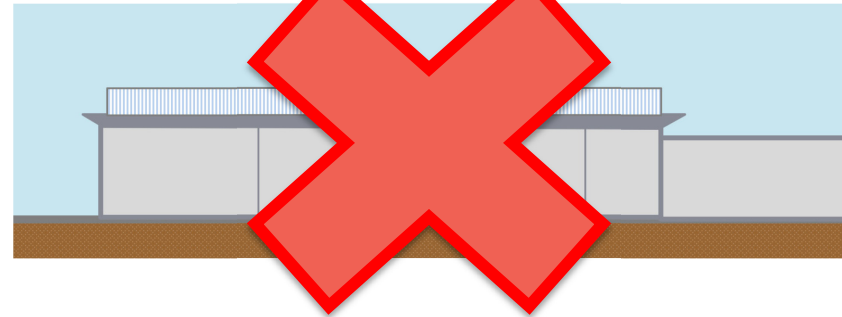
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.



Overview:

- Rectangular roof. **Maintain prominent roof design.**
- Utilize more cost-effective station materials

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

-



Station
Presence

=



Passenger
Experience

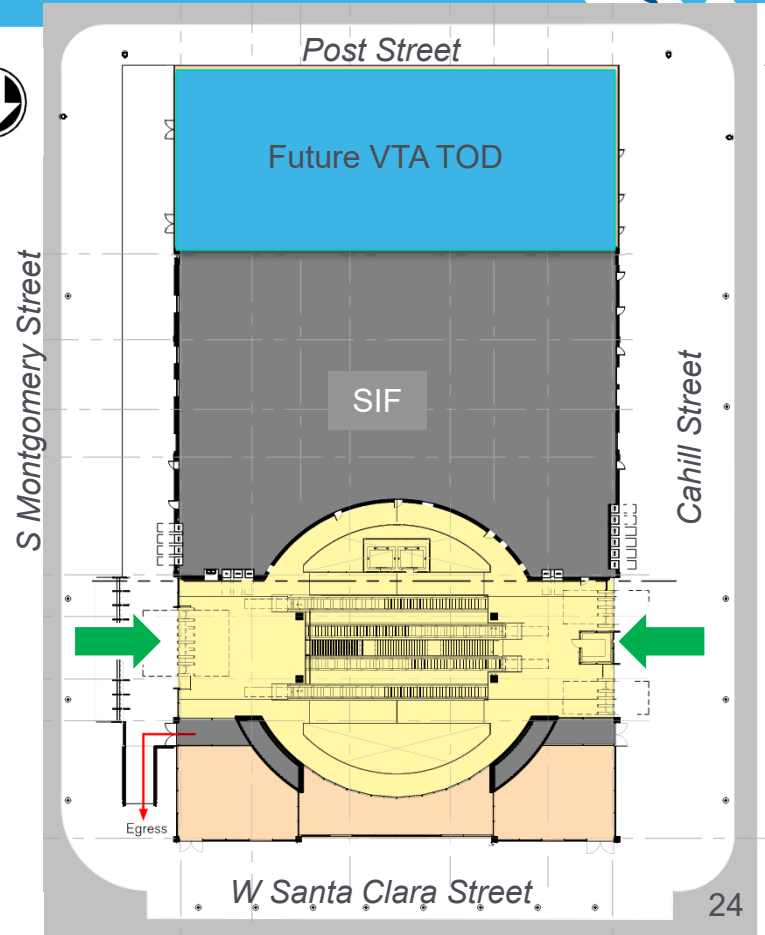
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Sustainable
Design

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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Investigate utilizing more cost-effective station materials
- **Maintain prominent roof design with simplified rectangular structure**
- Optimize use of space for Stations Infrastructure Facilities (SIF)
- Provide Future TOD opportunity fronting Post Street

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



Concept Only – Subject to Change.

Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

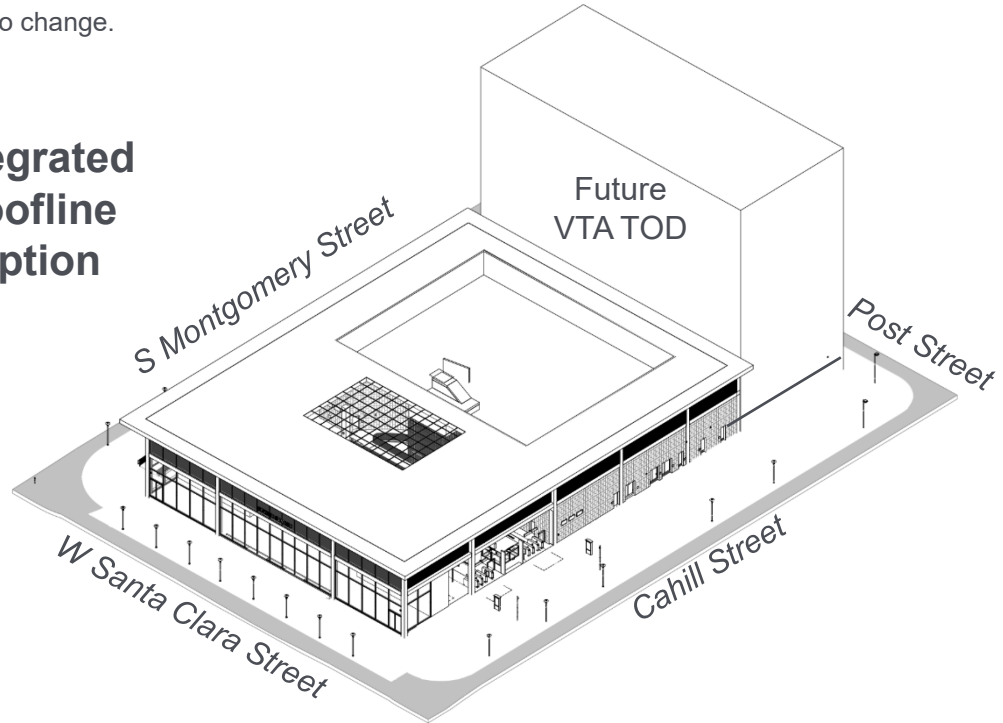
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- **Provide Future TOD opportunity fronting Post Street**

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Integrated Roofline Option



Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

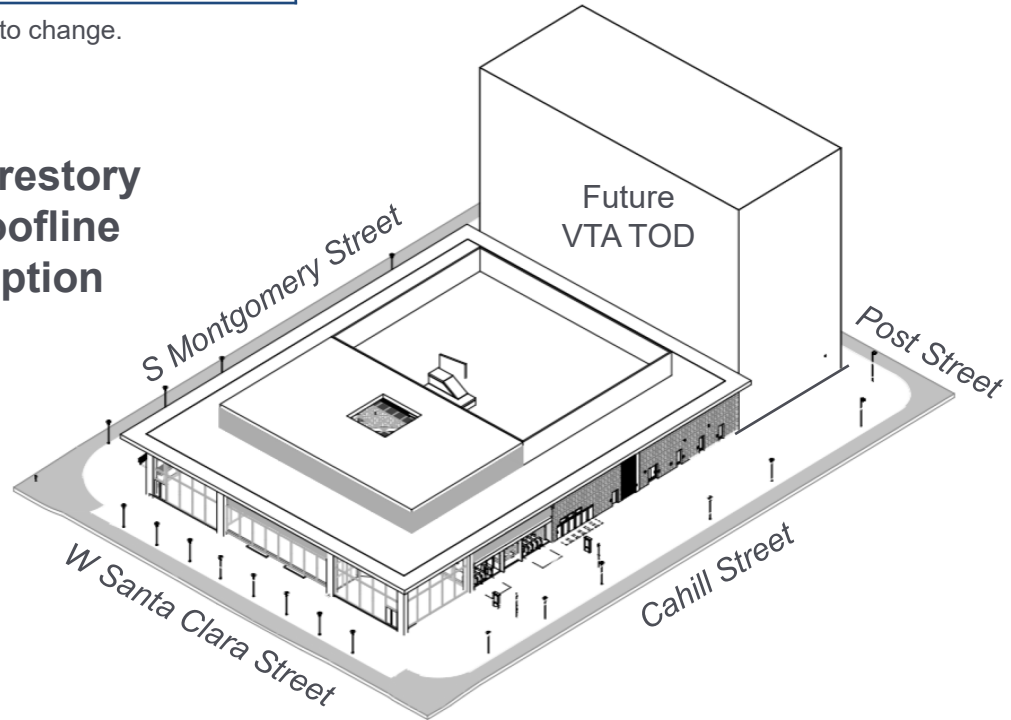
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Overview:

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- Maintain prominent roof design with simplified rectangular structure
- **Optimize use of space for Stations Infrastructure Facilities (SIF)**
- **Provide Future TOD opportunity fronting Post Street**

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Clerestory Roofline Option



Diridon Cost Increase: Facilitate Direct Tunnel Connection



Cost Increase⁽¹⁾

+\$15M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Cost Increase for Station Design per Board Referral
- To facilitate future connection to Diridon Intermodal integrating BART, Caltrain, and High-Speed Rail
- Add knock-out panel to tunnel (BSV cost increase)
- Add/Extend mezzanine level to future connection point (BSV cost increase) including mechanical/electrical connections
- **Does not include costs of Future Connection by Diridon Intermodal**

Initial Assessment:



O&M



Access & Orientation



TOD
Opportunity & Placemaking



Station Presence



Passenger Experience



Sustainable Design

-

+

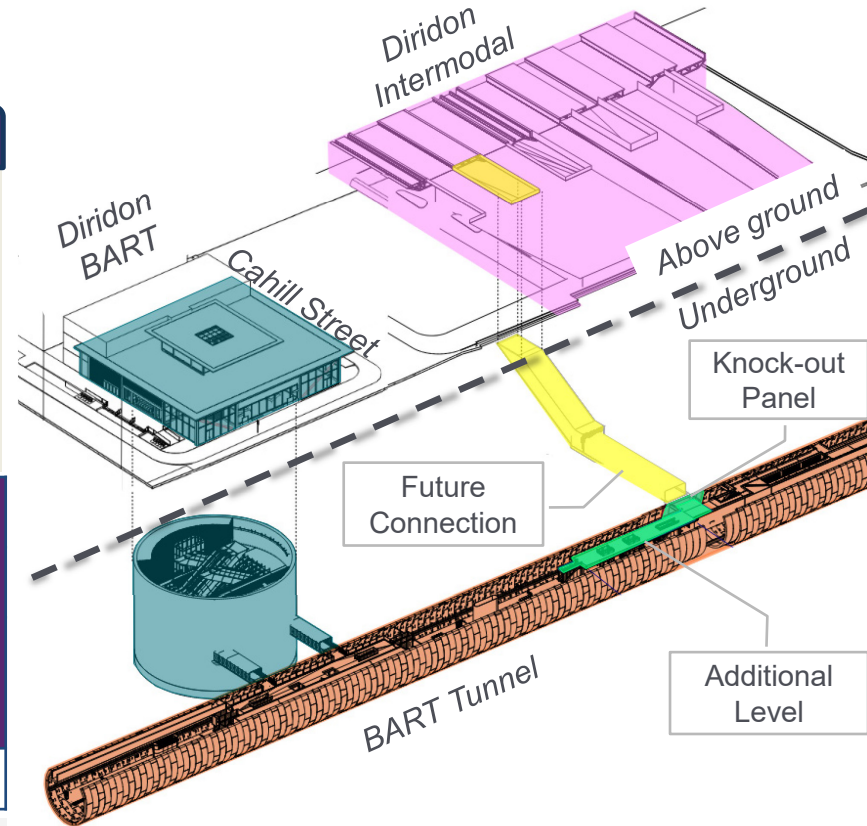
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



Diridon Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾	Cost Increase for Station Design Board Referral ⁽²⁾
Refine Station Entrance & SIF Buildings	\$10M - \$20M	Adds \$35M - \$50M \$20M - \$50M
Minimize Circular Station Shaft – No longer being considered	\$10M - \$15M	
Convert to Rectangular Station Shaft – No longer being considered	TBD	

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

(1) Draft ROM costs in YOE dollars.

(2) Underground station infrastructure facilities and direct tunnel connection options can be accommodated, but it will result in additional costs to the project. Costs are ROM costs in YOE dollars.

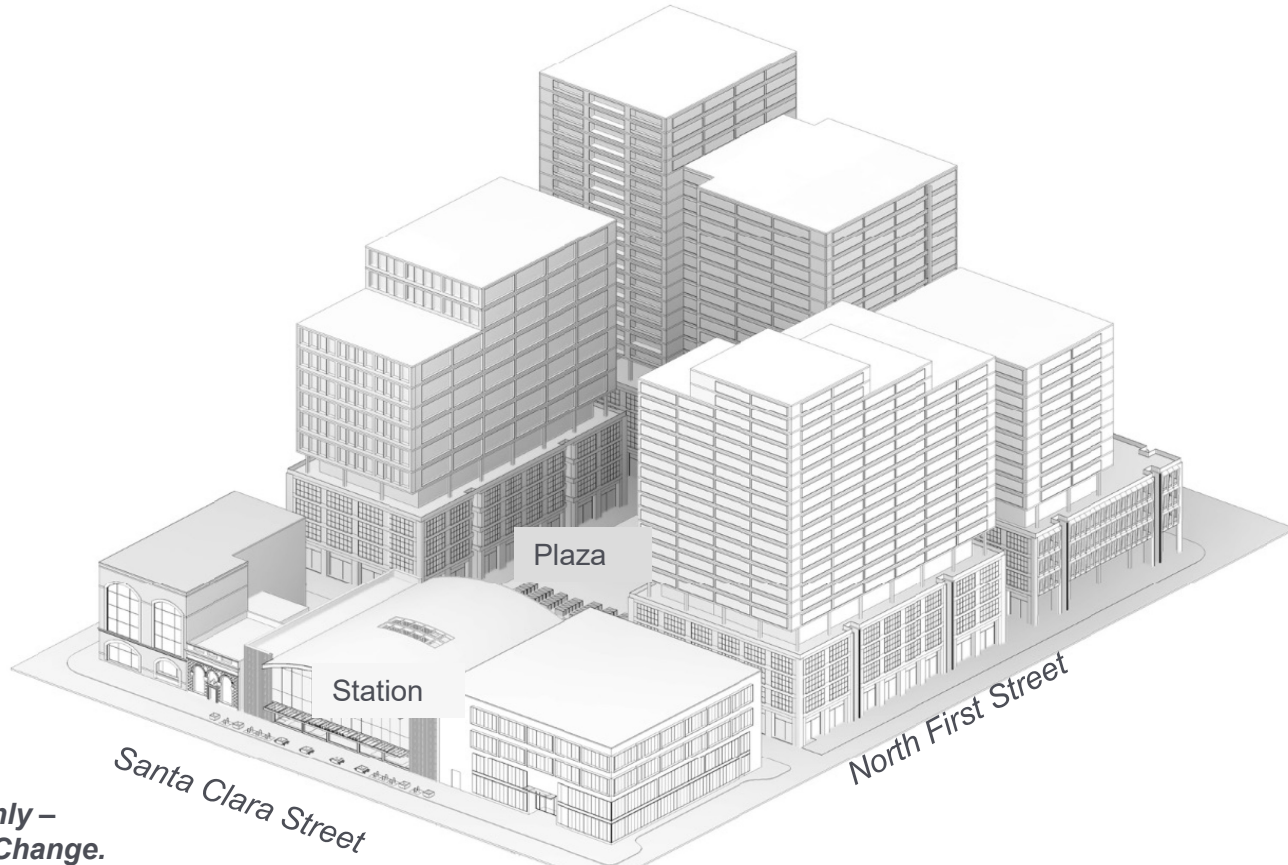


Discussion & Pause for Feedback



Downtown Station

Downtown Station



**Concept Only –
Subject to Change.**

CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Downtown Candidate: Convert to Rectangular Shaft



Cost Savings⁽¹⁾

TBD

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Smaller, rectangular shaft below ground
- Lower building height with flat roof
- Maintains 2 escalator runs
- Relocated station entrance to west station plaza area
- Station plaza connects Santa Clara Street to Paseo and future potential Transit-Oriented Development
- Minimizes temporary activities to adjacent parcels

Initial Assessment:



O&M

+



Access & Orientation

+



TOD Opportunity & Placemaking

+



Station Presence

=

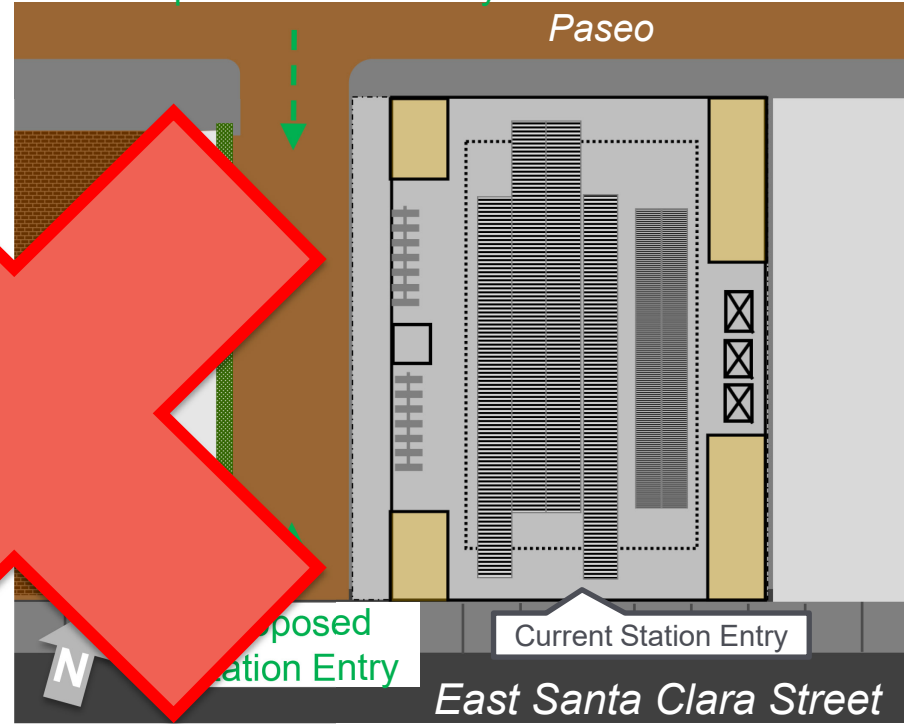


Passenger Experience

=

Proposed Station Entry

Paseo



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Downtown Candidate: ~~Simplify~~ Station Entrance Building



Cost Savings⁽¹⁾

\$15M - \$25M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Investigate utilizing more cost-effective station materials
- ~~Lower building height~~
- ~~Lower marquee height~~
- ~~Flat roof instead of arched~~

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

=



Station
Presence

-



Passenger
Experience

-

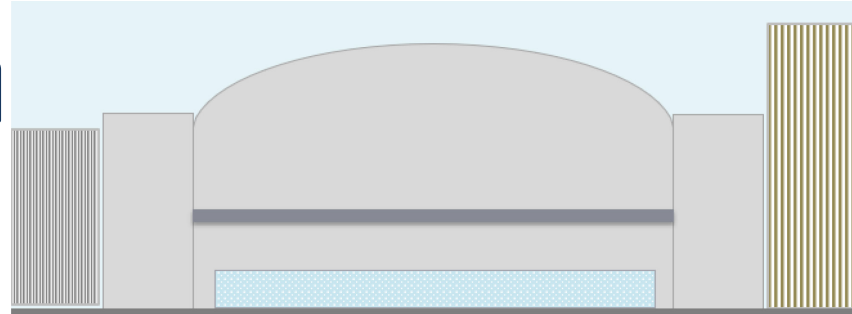


Sustainable
Design

=

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$25M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Investigate utilizing more cost-effective station materials
- Maintain iconic station presence & develop prominent roof design with a simpler structure
- Maximize efficiency of Stations Infrastructure Facilities (SIF) layout in Headhouse and in Plaza Area north of station building
- Emphasize Santa Clara Street entrance gateway and façade treatment. Refine northern façade treatment facing Plaza Area

Initial Assessment:



O&M

+



Access & Orientation

=



TOD
Opportunity & Placemaking

=



Station Presence

=



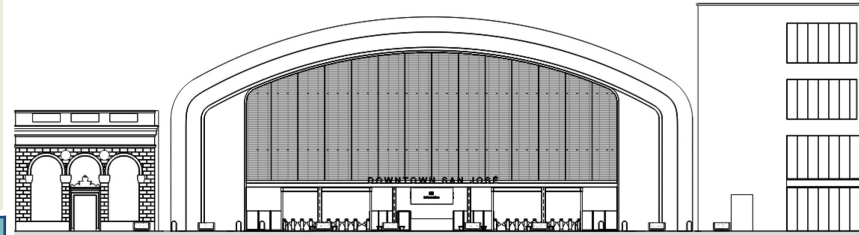
Passenger Experience

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Sustainable Design

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Concept Only – Subject to Change.

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Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

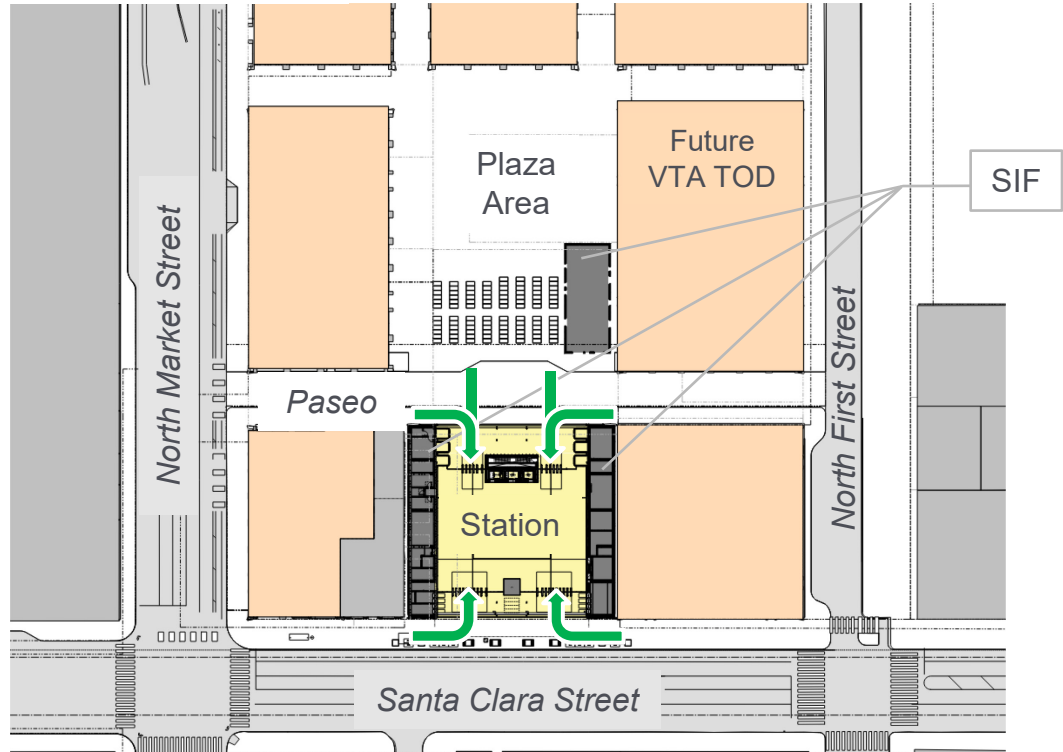
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CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

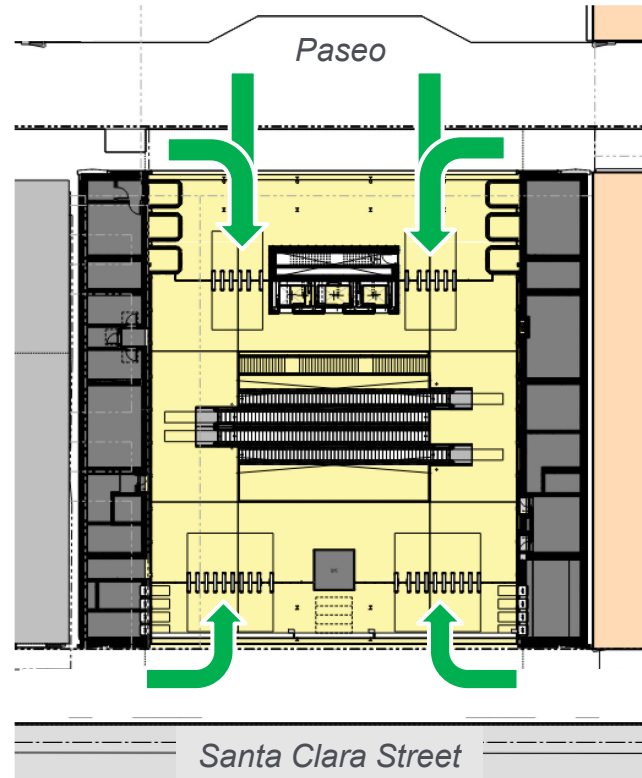
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Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

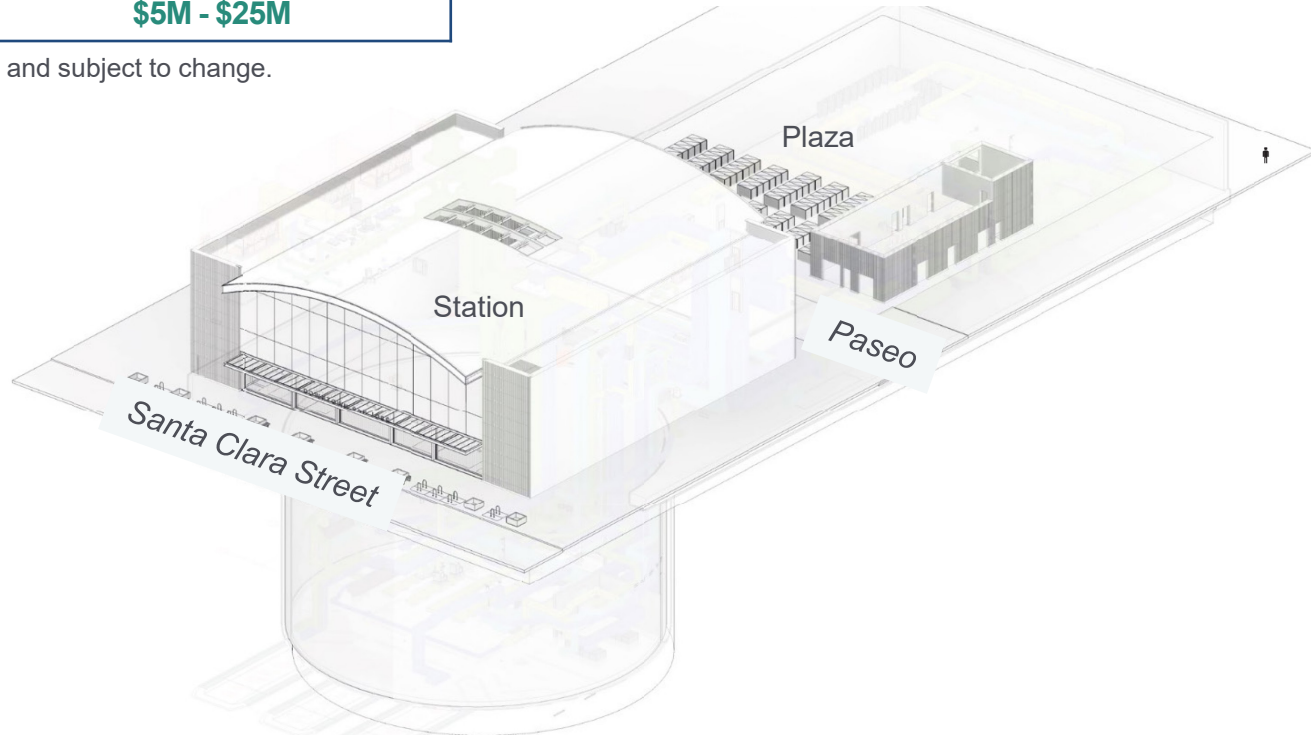
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Concept Only – Subject to Change.

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

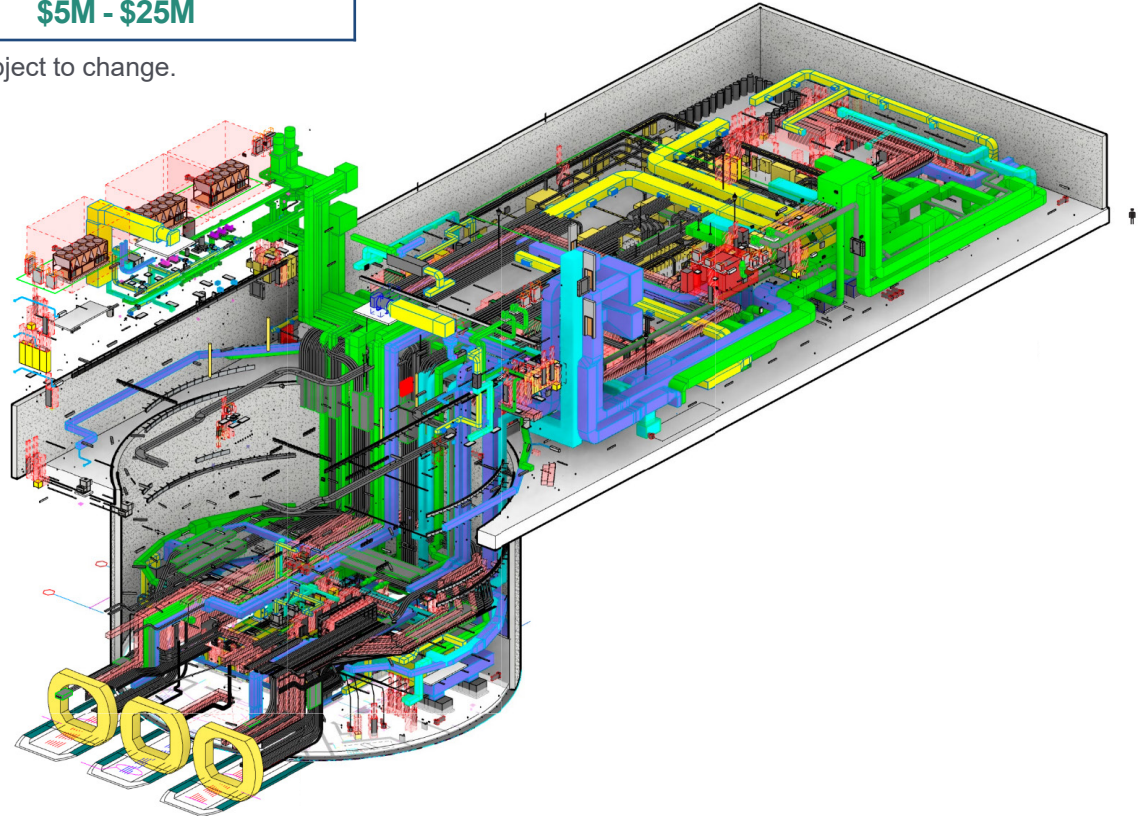
\$5M - \$25M

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- Maintain iconic station presence & develop prominent roof design with a simpler structure
- **Maximize efficiency of Stations Infrastructure Facilities (SIF) layout including optimizing SIF located in Plaza Area north of station building**
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CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$25M

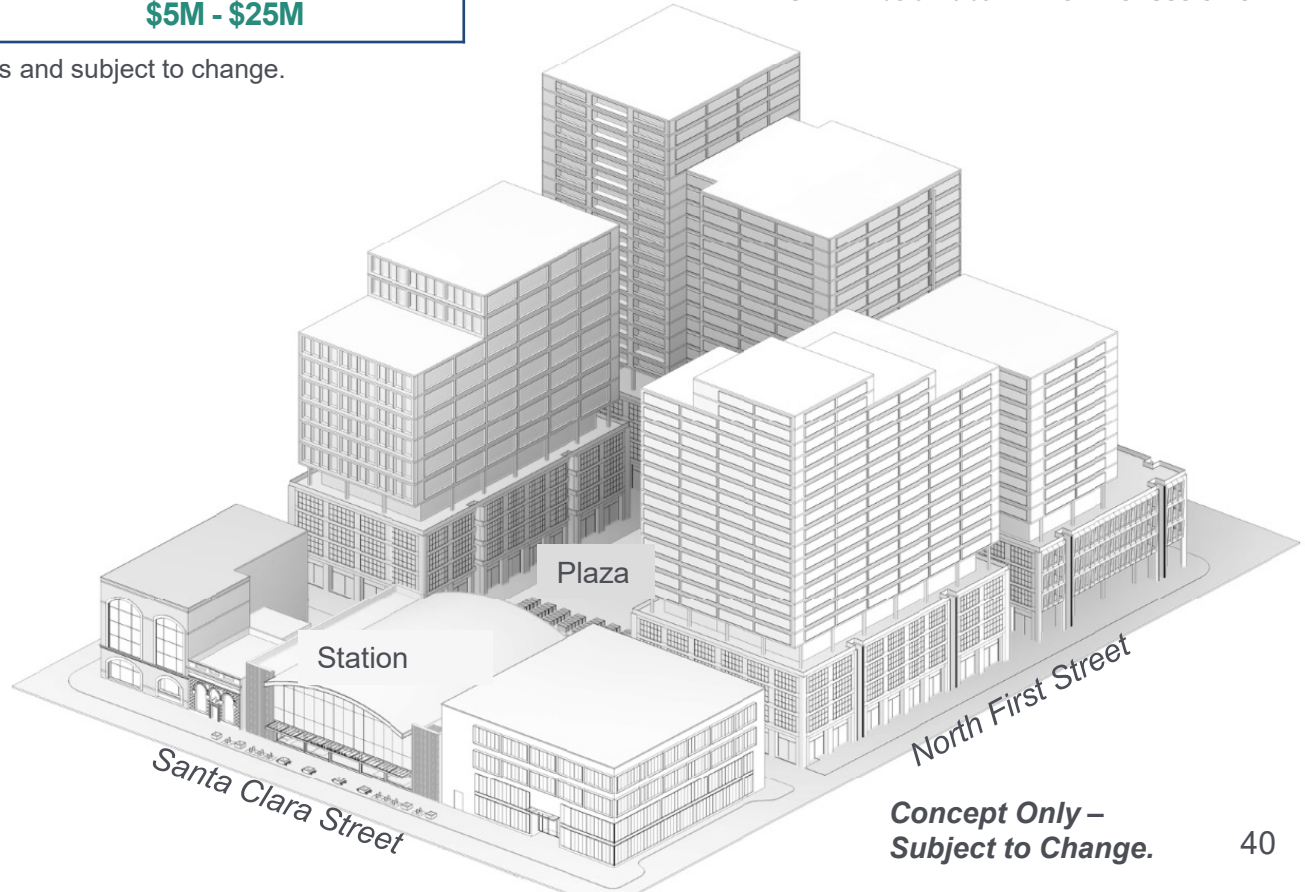
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**Concept Only –
Subject to Change.**

Downtown Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾
Refine Station Entrance Building	\$5M - \$25M
Convert to Rectangular Station Shaft – No longer being considered	TBD

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

(1) Draft ROM costs in YOE dollars.



Discussion & Pause for Feedback



Downtown Station Entrance Building Design

Greg Thiebaut, VTA &
Peter Sokoloff, Foster and Partners



- **May 2024:** Station design referral directs “to strive for the highest level of iconic, context sensitive design, including art and design cues from the surrounding Downtown community”
- **June 18, 2024:** Downtown San José Design Review Committee meeting
 - Feedback provided
- **September 20, 2024:** Cost Savings exploration to simplify the station entrance building design
 - Feedback provided
- **Today:** progress update and engagement on station design direction

Summary of Input Received to Date



- Provide "iconic" structure
- Incorporate Agricultural & Industrial History
- Celebrate the station as a Gateway to Silicon Valley
- Incorporate San José Building Historical References
- Establish connection to San José State University
- Emphasize the Santa Clara Street Entrance
- Facilitate a positive Passenger Experience and Useability of the Station Area
 - *There will be no coffee/retail shops inside the paid area of the station per BART criteria and requirements*

What makes a building iconic?

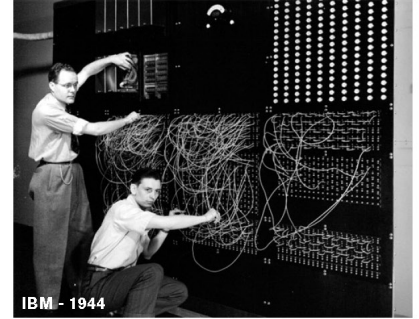
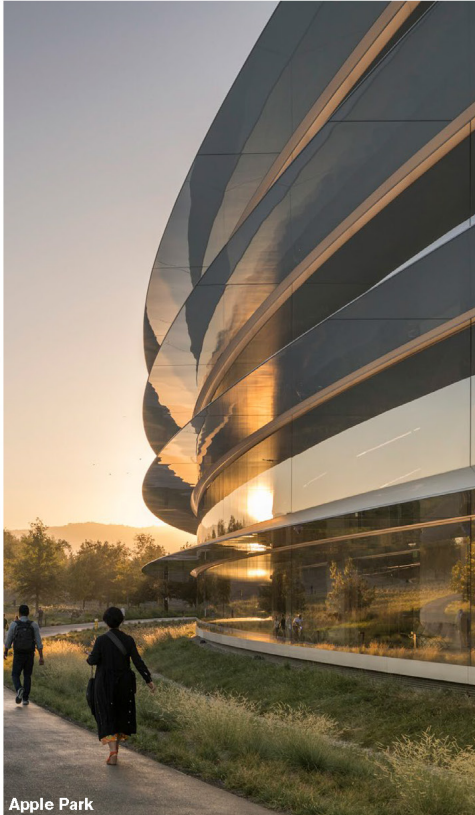


- Purity of form – simplicity and elegance
- Easily recognizable – street presence, ‘grand gesture’
- Timeless design
- Iconic may not be distinctly San Jose

What Makes San José Unique? Cultural Heritage & Diversity



What Makes San José Unique? Gateway to Silicon Valley



Downtown San José

Purity of Form – Transportation as Gateways



Canary Wharf Station



Washington DC Metro



Bilbao Metro



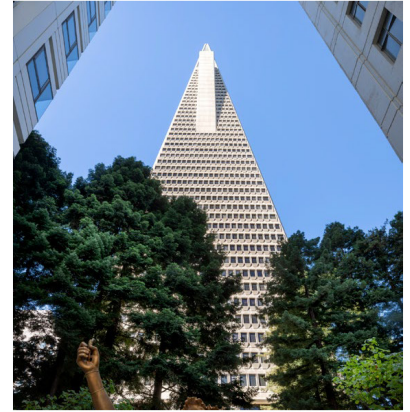
Union Terminal - Cincinnati, OH



King's Cross Station - London

Downtown San José

Civic Presence / Standing Out



Downtown San José

Arches in San José



San Jose State University - Tower Hall



San Jose Civic Auditorium



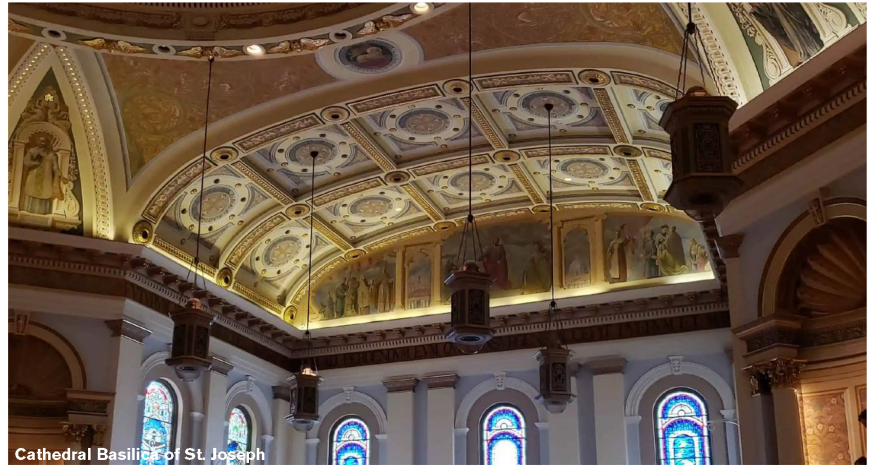
San Jose Museum of Art



San Pedro Square



San Jose Fairgrounds

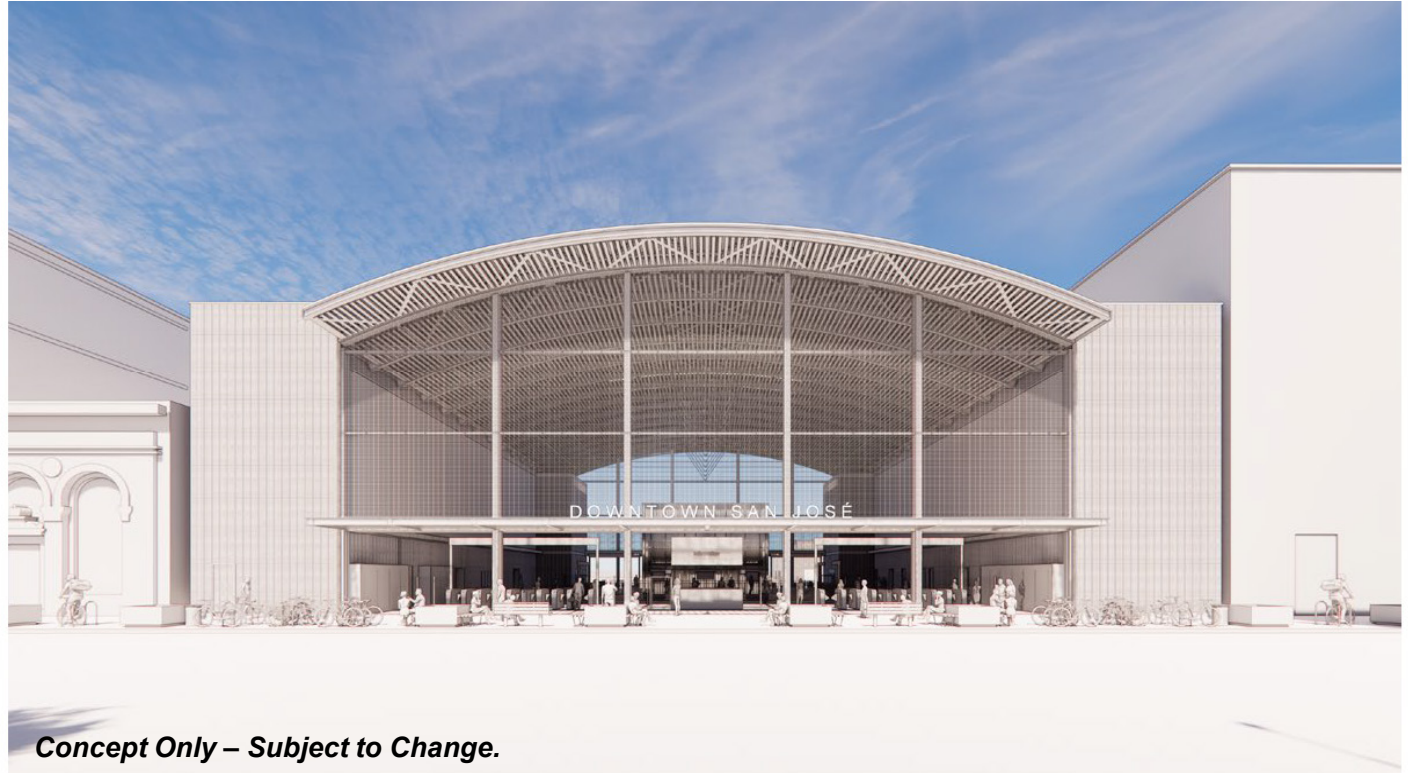


Cathedral Basilica of St. Joseph

Downtown Station Entrance Design Concept



Arched Roof



Concept Only – Subject to Change.

Downtown Station Entrance Design Concept



Gateway Arch

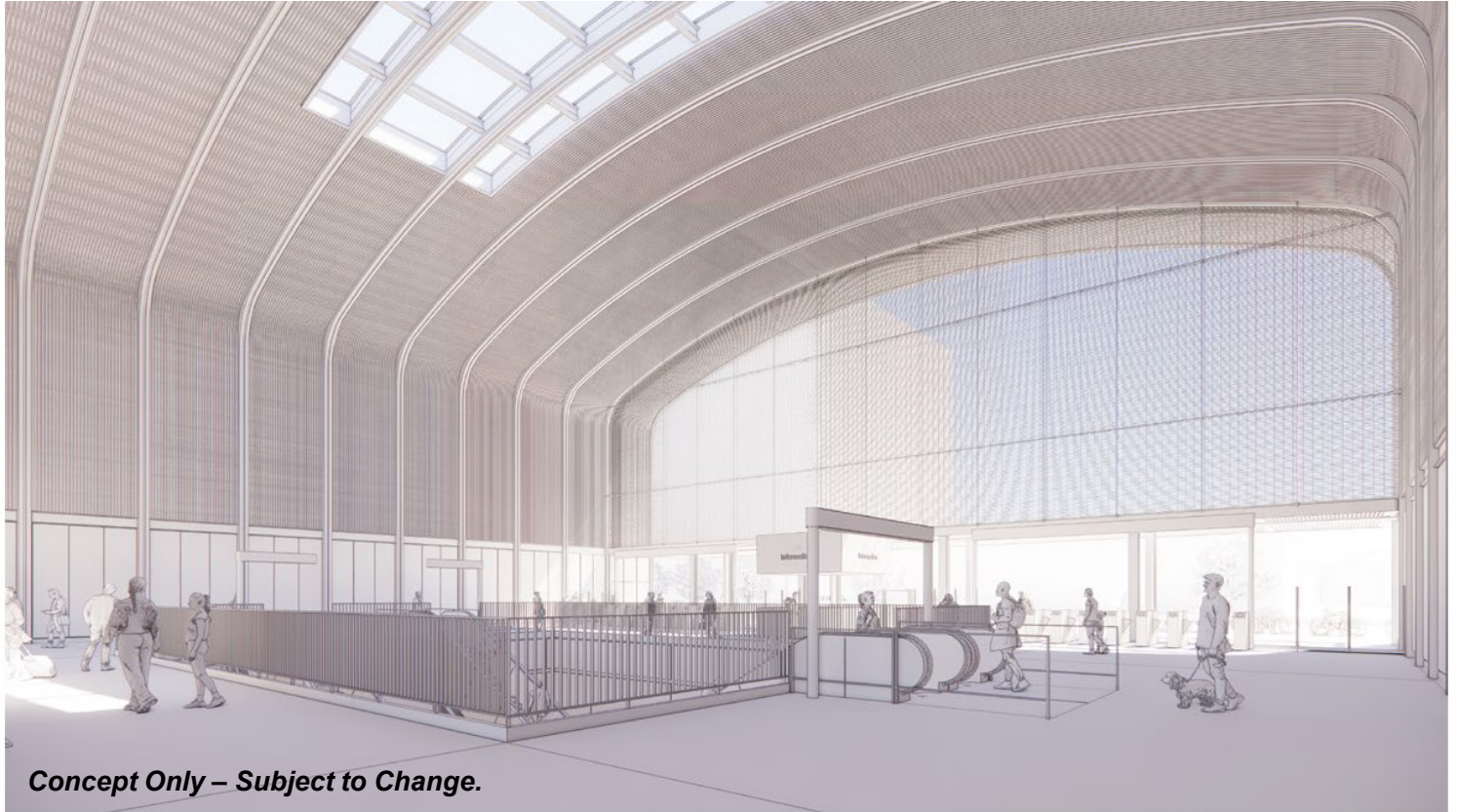


Concept Only – Subject to Change.

Downtown Station Entrance Design Concept



Gateway Arch Interior View

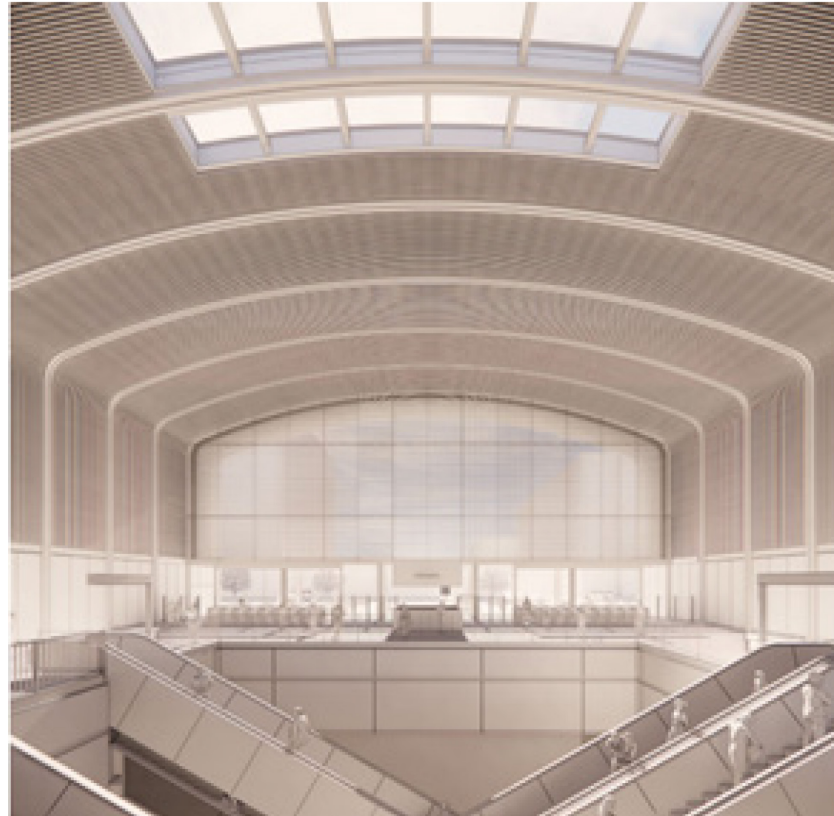


Concept Only – Subject to Change.

Downtown Station Entrance Design Concept



Gateway Arch
Interior View



Concept Only – Subject to Change.

Discussion Topics



- Do you think the station should stand out from its neighbors or blend in?
- Do you think the draft Gateway Arch Concept improves the station's visibility and enhance its civic presence?
- In your opinion, should the Downtown Station design tend more towards celebrating San José's rich history, or be forward looking as the capital of Silicon Valley?

Station Concepts Engagement Next Steps



- Present refined station design concepts
 - Community Working Group meetings in late October/early November
 - November BSVII Oversight Committee meeting
- Community Meetings in mid-November (in person & virtual)
- Present station design concepts to be advanced
 - Community Working Group meetings in late November
 - December VTA Board meeting
- Re-engage Design Review Committees in early 2025
- Public Engagement on Stations Look and Feel in mid-2025



Santa Clara Station

Santa Clara Candidate: **Simplify** Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Smaller station entrance canopy roof; **maintain current roof design but with ~25% reduction. (Proposed shows ~50% reduction)**
- Simplify ~~station headhouse and~~ station platform canopy structure
- Investigate utilizing more cost-effective station materials and garage façade

Initial Assessment:



O&M

+



Access & Orientation

=



TOD
Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

=

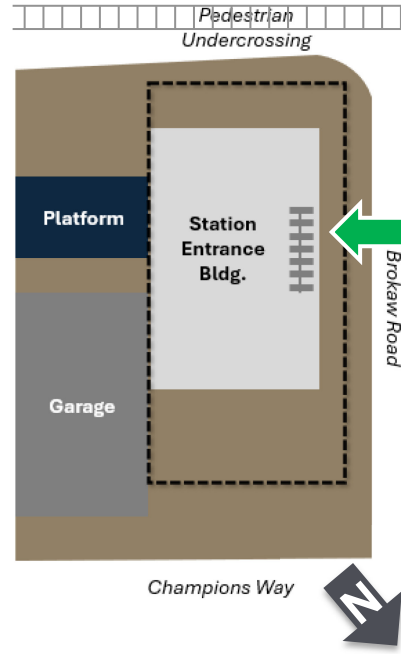


Sustainable Design

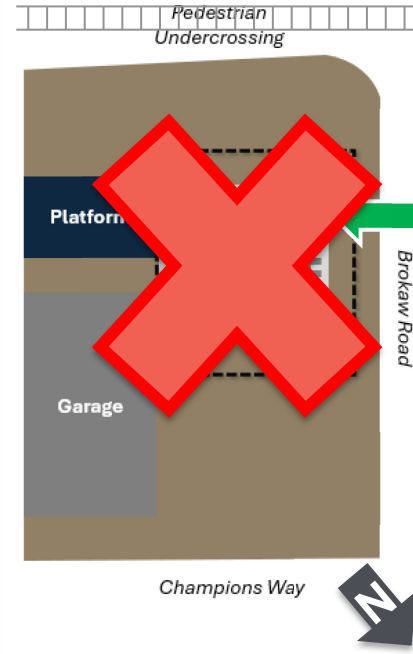
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



Santa Clara Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Slightly smaller station entrance canopy roof (~25% square footage)
- **Maintain current entrance roof design per DRC Guidelines**
- **Simplified station platform canopy structure**
- Investigate utilizing more cost-effective station materials including garage facade

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

=

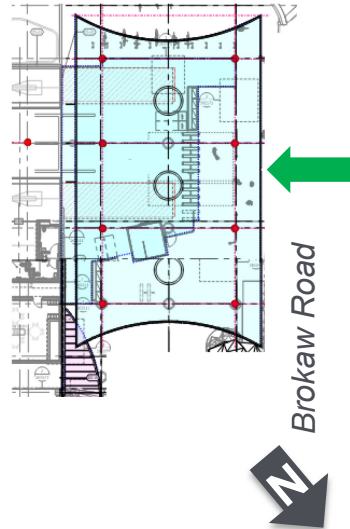


Sustainable Design

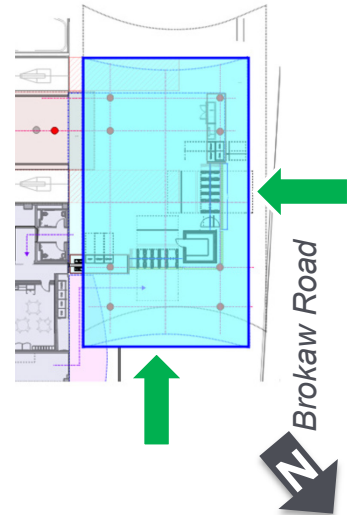
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current (DRC)



Proposed



Santa Clara Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Slightly smaller station entrance canopy roof (~25% square footage)
- **Maintain current entrance roof design per DRC Guidelines.**
- **Simplified station platform canopy structure**
- Investigate utilizing more cost-effective station materials including garage facade

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

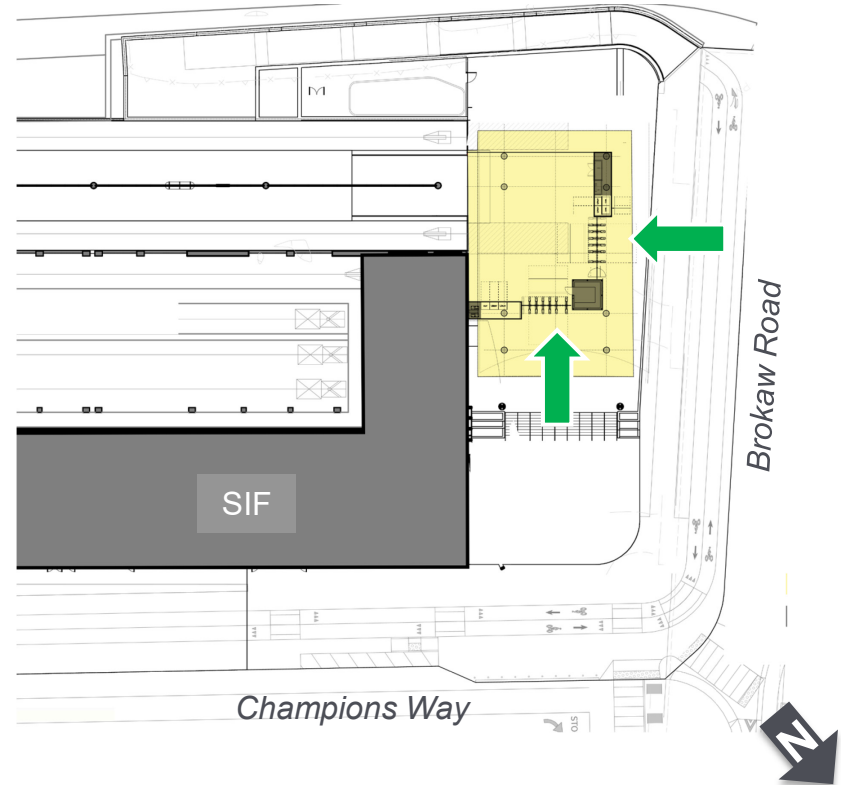
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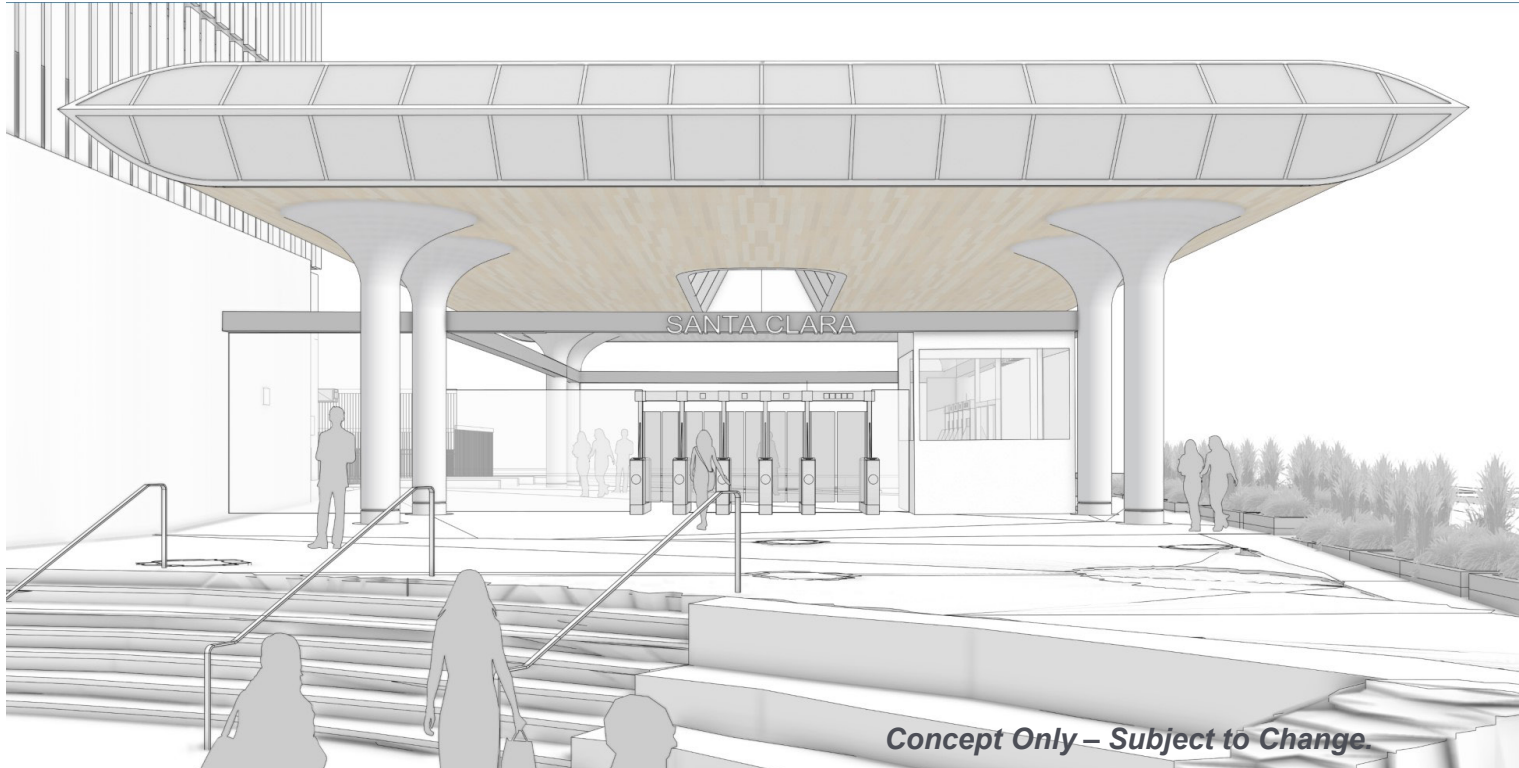
Sustainable Design

=

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



Santa Clara Station



Concept Only – Subject to Change.

Signage, color, canopy aesthetics and material specifics will continue to be topics for Design Review Committee discussions and collaboration efforts

Santa Clara Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾	Cost Increase for Station Aesthetics ⁽²⁾
Refine Station Entrance Building	\$5M - \$10M	Adds \$5M - \$10M

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

(1) Draft ROM costs in YOE dollars.

(2) Station aesthetics direction from Design Review Committee (DRC) will result in additional costs to the project. Costs are ROM costs in YOE dollars.



Discussion & Pause for Feedback



Tunnel, Yard & Maintenance Facility, Criteria/Requirements Cost Savings Candidates

Greg Thiebaut, VTA

Cost Savings Candidates Evaluation Criteria: Tunnel, Yard & Maintenance Facility, Criteria/Requirements



Cost Savings

- Draft Rough Order of Magnitude (ROM) costs in Year of Expenditure (YOE) dollars and subject to change.
 - ROM costs reflect preliminary estimates based on conceptual design alternatives.

\$XM - \$XXM



Operations & Maintenance (O&M)

- Anticipated reduction in annual O&M costs.
- Effect on O&M capabilities.



Construction Schedule

- Effect on duration of construction.
- Construction schedule evaluations require further analysis once revised program scope is determined.



Construction Logistics

- Effect to truck traffic on public street network; etc.



Sustainable Design

- **Supports VTA sustainability goals.**

+ Positive change
 = No change
 - Negative change
N/A Not applicable for option

Cost Savings Candidates: Tunnel, Yard & Maintenance Facility, Criteria/Requirements



Cost Savings Candidates	Cost Savings from 9/20⁽¹⁾
Tunnel Interior Reconfiguration	\$150M - \$170M
Muck Off-Haul Options	TBD
Tunneling between 28th St/LP and East Portal	TBD
Newhall Yard Facility Reconfiguration Options	\$100M - \$300M
Criteria / Requirements Assessment with BART	\$50M - \$90M
Additional Cost Savings Candidates	Cost Savings⁽¹⁾
Various Alternative Structural Concepts	\$5M - \$40M
Other Criteria/Requirements Assessment with BART	\$15M - \$115M

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

(1) Draft ROM costs in YOE dollars.

Tunnel Interior Reconfiguration



Cost Savings⁽¹⁾

\$150M - \$170M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- A more economical tunnel internal structure with simplified design and construction methodology
 - Reduce concrete quantity
 - Optimize structural layout
 - Optimize mechanical and systems layouts
- More efficient interior buildout

Initial Assessment:



O&M

+



Construction
Schedule

+



Construction
Logistics

+

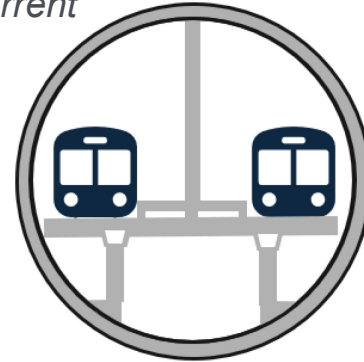


Sustainable
Design

+

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.

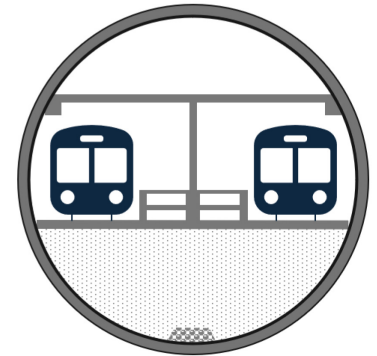
Current



Proposed Option
A – Inverted-U



Proposed Option
B – Slab on Fill



Muck Off-Haul Options



Cost Savings

TBD

Overview:

- Exploring additional off-haul methods to locations that include reuse options
- Place excavated materials from tunneling into various ponds in the South San Francisco Bay



Initial Assessment:



O&M

N/A



Construction
Schedule

=



Construction
Logistics

=



Sustainable
Design

TBD

Construction schedule evaluations require further analysis once revised program scope is determined.



Tunneling between 28th St/LP and East Portal



Cost Savings

TBD

Overview:

- Twin bore tunneling between 28th Street/Little Portugal Station and the East Portal.
- Concurrent tunneling of single bore and twin bore at both east and west ends of the alignment is being assessed. Additional schedule & cost savings is being studied.
- No anticipated change to passenger-facing elements of 28th Street/Little Portugal Station.
- Anticipate minimal change to construction truck traffic.
- Considering alternative transition points from single bore to twin bore.

Initial Assessment:



O&M

+



Construction
Schedule

TBD



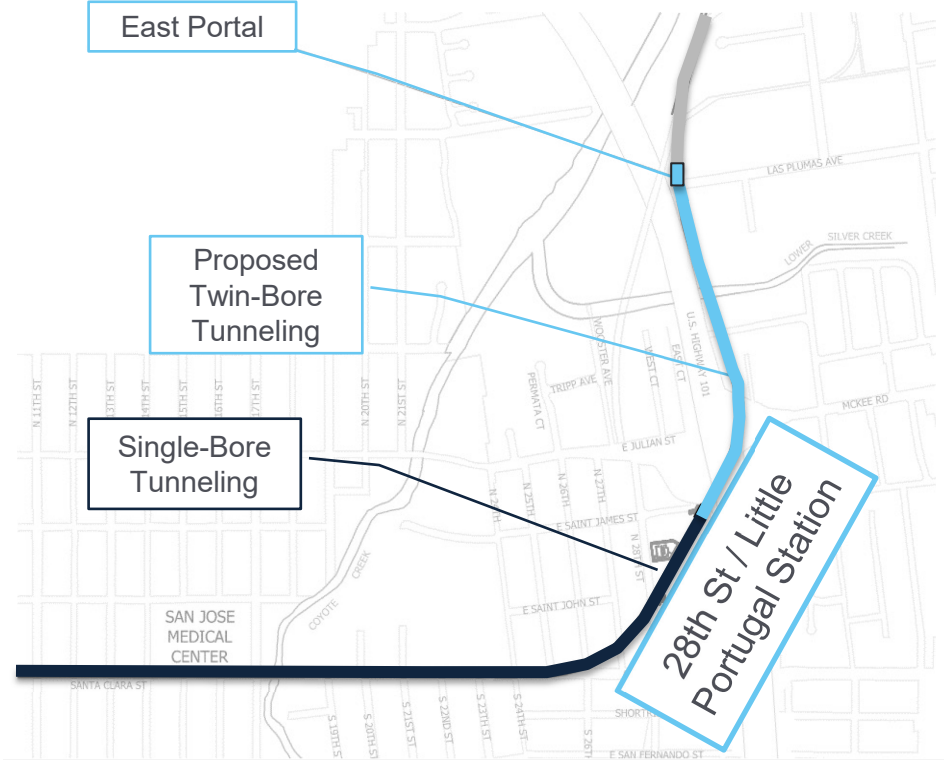
Construction
Logistics

-



Sustainable
Design

=



Construction schedule evaluations require further analysis once revised program scope is determined.

Newhall Yard Facility Reconfiguration Options



Cost Savings⁽¹⁾

\$100M - \$300M

(1) Draft ROM costs in YOE dollars and subject to change upon agreed options.

Initial Assessment



O&M



Construction Schedule



Construction Logistics



Sustainable Design

-

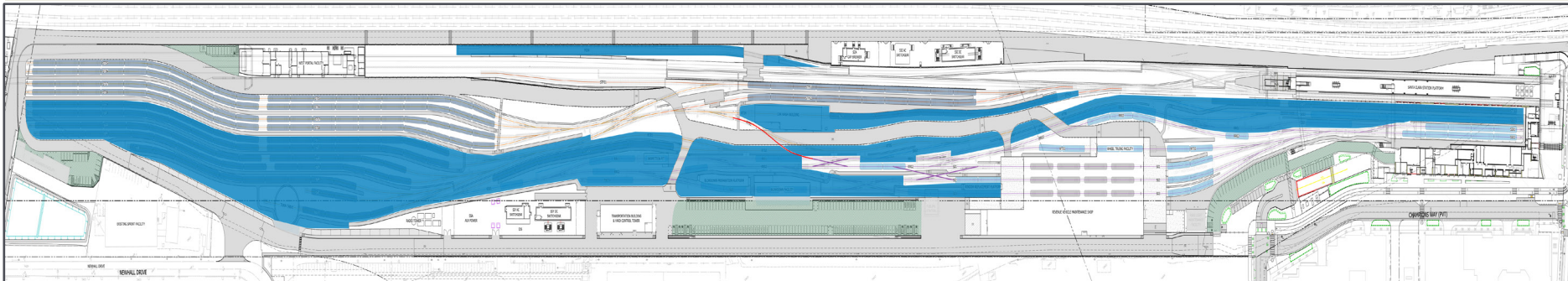
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Overview:

- **Continuing to discuss operational options with BART.**
- Exploring several options to reduce vehicle storage capacity, maintenance areas, shops buildings, and ancillary facilities - evaluating trade-offs between O&M and capital costs.
- Potentially redefine parking garage footprint and capacity and evaluate associated changes to surface parking.
- Maintain the integrity of the current design and allow for a full build out of the yard tracks and facilities in the BART approved configuration in the future, if required.



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined. CURRENT AS OF 02/10/22 - FOR DISCUSSION ONLY

Criteria / Requirements Assessment



Cost Savings⁽¹⁾

\$50M - \$90M

(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Revisit design requirements for systems to provide equivalency to the current BART Operating System, including:
 - Remove a traction power facility.
 - Rationalize the communications network and facility power designs.
 - Optimize ventilation system.
- Evaluate cost reductions through owner furnished materials.

Initial Assessment:



O&M

+



Construction
Schedule

+



Construction
Logistics

+



Sustainable
Design

=



Costs reflect preliminary ROM estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.



Discussion



CWG Member Report Out

Report Back – Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrisey, *Arena Authority*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Chris Shay, *Sharks Sports & Entertainment*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Miranda**, *San José Chamber of Commerce*

How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

Report Back – Santa Clara



- Alden Smith, Holland Partner Group
- **Ana Vargas-Smith**, *Reclaiming Our Downtown*
- Bella Burleigh, *SCU Service & Social Justice (SCCAP)*
- Jack Morash, *South Bay Historic Railroad Society*
- John Urban, *Newhall Neighborhood Association*
- Jonathon Evans, *Old Quad Residents Association*
- Ron Miller, *Bellarmino College Preparatory*
- Ryan Morfin, *San José Earthquakes*
- Sean Collins, *Santa Clara University*
- Todd Trekell, *Hunter Partners*
- *Vacant*, *Silicon Valley Central Chamber of Commerce*

How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

Next Steps

- Next CWG meetings:
Late October/Early November: 3 CWG Meetings (TBD)
 - Phase II Update
 - Cost Savings Candidate Update
 - Construction Update

Late November: 3 CWG Meetings (TBD)

- Cost Savings Candidate Updates
- Preview of December VTA Board Update